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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECRET

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COUNTRY East Germany

REPORT NO. [REDACTED]

25X1A

SUBJECT Production at Reifen Mueller, Leipzig

DATE DISTR.

21 October 1953

NO. OF PAGES 1

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DATE OF INFO. [REDACTED]

REQUIREMENT NO. [REDACTED]

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PLACE ACQUIRED [REDACTED]

REFERENCES

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1.

[REDACTED] in early July 1952, the Russian army had ordered 18,000 tires, size 750/20, to be delivered by the end of the year. In mid-October 1952, the Russian army placed a special order for 650 tires, sizes 700/17, 650/17, and 600/16, which had to be delivered by late December 1952. These tires were to be made of pure natural raw rubber, while tires for regular production contained up to 60 percent synthetic rubber. Every tenth tire for this special order had to be tested on the test stand, whereas ordinary tires were tested only occasionally. The special order was in addition to the production of 522 tires, including 286 truck tires of a size over 600/20, produced on 22 January 1953; 446 tires, including 224 truck tires produced on 26 January 1953, and 465 tires, including 188 truck tires, produced on 30 January 1953. During February 1953, production decreased because of an insufficient supply of raw materials. It was rumored that 10 percent of the personnel was scheduled to be dismissed in March 1953. 430 tires, including 246 truck tires; 452 tires, including 215 truck tires; 360 tires, including 203 truck tires; and 268 tires, including 208 truck tires, were produced on 3, 13, 23, and 28 February respectively.

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2. As of late 1952, five tire lapping machines and two pocket machines (Taschenmaschinen) (sic) were mounted in a new shed. One tire lapping machine for the 1,000/20-size tire had already been operating.

3. Since early January 1953, there had been raw material difficulties. Steel wire was in short supply. German-made steel wire had been used up to January 1953. In late January 1953, for the first time, 15 boxcars with [REDACTED] steel wire of a diameter of 0.89 mm, to be used for 900/20 and 1,000/20 tires, were delivered through the Bruening firm in Leipzig.¹

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